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PUBLIC SCHOOL BAZILLON.
THE ADMIRALTY have given
Official permission for raising a
Battalion of 1,000 men, which will be
strictly limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
5, 7 and 8, Old Road Street, W.
God Save The King.

Hongkong Daily Press.

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ten times longer.
Shade Card submitted upon
application.
ALEX. ROSS & Co.,
Sole Agents.

No. 18,047.

號七十四零千八百一第

日二十月二年辰丙

HONGKONG, WEDNESDAY, MARCH 15TH, 1916.

三拜禮

號五十月三年五國民華中

Price, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE
Mar. 15th.—Europe (via Siberia), per s.s. CHENAN.
Mar. 16th.—English mail, per s.s. MALTA.
Mar. 17th.—Europe (via Siberia), per s.s. ANHUI.
TO DEPART
Mar. 15th.—Europe (via Siberia), at 11 a.m., per s.s. YOKOHAMA MARU.
Mar. 15th.—Shanghai, North China and Japan via Moji, Victoria, B.C., Seattle, and United Kingdom via Canada, at 11 a.m., per s.s. YOKOHAMA MARU.
Mar. 16th.—Europe (via Siberia), at 3 p.m., per s.s. SHANTUNG.
Mar. 17th.—Europe (via Siberia), at 2 p.m., per s.s. MALTA.
Mar. 18th.—Europe (via Siberia) at 5 p.m., per s.s. CHENAN.
Mar. 22nd.—Europe (via Siberia), at 10.30 a.m., per s.s. EMPRESS OF RUSSIA.
Mar. 22nd.—Shanghai, North China, Japan via Nagasaki, Victoria, B.C., United Kingdom, United States, South America and Canada, via Vancouver, at 10.30 a.m., per s.s. EMPRESS OF RUSSIA.
Mar. 23rd.—Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 4 p.m., per s.s. AMAZON.
Mar. 24th.—Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 2 p.m., per s.s. NOVARA.
S.S.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS.

GREENISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
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SHAW, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. 119

FOR SALE. POSTAGE STAMP CATALOGUES

FOR

1916.

GRACA & CO.
No. 4, WYNDHAM STREET.
Hongkong, 6th January, 1916. 120

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

Photographic Goods of Every Description

in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

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Hongkong, 4th February, 1916. 170

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 10 " "
11.30 " " 12.45 p.m. " " 15 " "
12.45 p.m. to 1.15 " " 15 " "
1.15 " " 2.15 " " 10 " "
2.15 " " 3.15 " " 10 " "
3.15 " " 4.15 " " 10 " "
4.15 " " 5.00 " " 10 " "
5.00 " " 6.00 " " 10 " "
6.00 " " 7.00 " " 10 " "
7.00 " " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.00 " " 12.00 noon " " 10 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 6.00 " " 15 " "
6.00 " " 7.00 " " 10 " "
7.00 " " 8.10 " " 10 " "
NIGHT CARS on Week Days.
8.50 p.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 1.00 a.m. Every 15 minutes.
1.00 a.m. to 2.00 a.m. Every 15 minutes.
2.00 a.m. to 3.00 a.m. Every 15 minutes.
3.00 a.m. to 4.00 a.m. Every 15 minutes.
4.00 a.m. to 5.00 a.m. Every 15 minutes.
5.00 a.m. to 6.00 a.m. Every 15 minutes.
6.00 a.m. to 7.00 a.m. Every 15 minutes.
7.00 a.m. to 8.10 a.m. Every 15 minutes.
Special Cars on Week Days.
Extra Car at 12 Midnight.
SPECIAL CARS. By arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comprode order representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 14th June, 1916. 58

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A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.
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GRAVING DOCKS AND PATENT SLIP.
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The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 20 tons each, besides 150 tons Giant Crane.

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Max. Breadth of Ship taken in ... 66 " 66 " "
Max. Draft of Ship taken in ... 22 " 22 " "
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Any Orders will be promptly attended to and Estimates sent on application. 17

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Telephone No. 1080.
DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. 126

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THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.
Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Saiton (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
1st Class Pass.	2nd Class Pass.	3rd Class Pass.	Freight	1st Class Pass.	2nd Class Pass.	3rd Class Pass.	Freight
Shanghai to Dairen	Shanghai to Dairen	Shanghai to Dairen	Shanghai to Dairen	Dairen to Shanghai	Dairen to Shanghai	Dairen to Shanghai	Dairen to Shanghai
11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.	11.30 a.m.
1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.
2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.
3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.	3.30 p.m.
4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.	4.45 p.m.
6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.
7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.	7.15 p.m.
8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.	8.30 p.m.
9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.	9.45 p.m.
11.00 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.	11.00 p.m.

• Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
To the carry train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

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SOCIETE CHOCOLATES,
MILK CHOCOLATE CREAMS.
DELICIOUS FRUIT SALAD IN BOTTLES.

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Hongkong, 10th February, 1916. 118

"HONGKONG DAILY PRESS" PUBLICATIONS.

Directory and Chronicle of the Far East \$10.00	Missionary Directory, cloth cover ... \$1.25
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Children of Far Cathay, a Social and Political Novel, by C. J. H. Halcombe 3.50	Dog and Gun in New Territory ... 1.00
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For Particulars, apply to—
K. KATO,
Mr. Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. 171

HOTELS

HONGKONG HOTEL
AND
GRILL ROOM.
J. H. TAGGART
Manager.
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KING EDWARD HOTEL
CENTRAL LOCATION.
ELECTRIC LIGHTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LUNCHEON MEETS ALL STEAMERS.
Telephone: No. 873.
Tel. Address: "VICTORIA."
J. J. WITCHIE,
Manager. 25

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1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt service maintained by six ladies in uniform.
Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms. European Banners across Steamers.
P. O. PEUSTER,
Manager. 121

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Macau.
Tel. Add. "Phoenix," Macau.
1st February, 1916. 131

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Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of Mr and Mrs. Geo. E. Eyles.
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THE BEST MEDIUM-PRICED HOTEL in the City. Near to everywhere, and providing all modern conveniences.
American or European Plan.
Rates \$4 and \$5 per day.
Special terms to monthly guests.
Cable address—Telephone No. 2,510.
SAVOY—C. A. BIDDLE
Manager. 83

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Ten Victor Records



which should be in every home

Another group of ten records which are among the favorites in the Victor Record catalog.

16832-a	Meet Me To-Night in Dreamland	Young
16832-b	To the Strains of that Wedding March	Murray
16832-c	Apache Dance	Black Diamonds Band
17214-a	Second Chasseurs March	Garde Republicains Band
17214-b	Waiting for Me	Eddie Morton
17214-c	Fables (Brasen Field)	Rob Roberts
35428-a	Funeral March	Vessella's Band
35428-b	Moonlight Sonata	do.
35428-c	A May Morning	Williams
35428-d	My Dreams (Tosti)	McCormack
35428-e	Marionettes-Scherzo	Powell
35428-f	Hungarian Dance No. 7	Elman
35428-g	Simon the Cellar	Witherspoon
35428-h	Travels—Ahh, for e lui	Meiba

EXCLUSIVE AGENTS:

MOUTRIE'S.

[31-3]

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

S.S. "FUSHIMI MARU."

CONSIGNEES of Cargo per this Company's S.S. "FUSHIMI MARU" are hereby informed that the said steamer on her voyage from London grounded at Gravesend on the Thames on 21st January last and was afterwards refloated. The expenditure incurred in this connection is now to form a subject of General Average contribution, and Consignees are, therefore, requested to call at the NIPPON YUSEN KAISHA Office to sign the Average Bond as well as to send in "Pro Forma Account Sales" of their goods in duplicate, duly signed, before the Bills of Lading can be countersigned by the NIPPON YUSEN KAISHA for delivery on arrival of the said ship here on MONDAY, the 13th March, 1916.

NIPPON YUSEN KAISHA,
T. KUSUMOTO,
Manager.

Hongkong, 11th March, 1916. [410]

S.S. "POLYNESIAN."
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undischarged after Tuesday, the 14th March, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 17th March, or they will not be recognized.

All damaged packages will be examined on Tuesday, 14th March, at 10 A.M.

No Fire Insurance has been effected.

F. THOMAS,
Agent.

Hongkong, 8th March, 1916. [12]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ITOLA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 20th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID BASSOON & Co., Ltd., Agents.

Hongkong, 13th March, 1916. [29]

HONGKONG TIDE TABLE.

From 15th to 21st March, 1916.

Day of Week	Day of Month	HIGH WATER			LOW WATER		
		h.	m.	ft.	h.	m.	ft.
Wed.	15	9	1	4	3	1	2
Thurs.	16	8	28	4	3	1	2
Fri.	17	7	14	4	4	1	3
Sat.	18	6	40	4	5	1	4
Sun.	19	5	36	4	6	1	5
Mon.	20	4	34	4	7	1	6
Tues.	21	3	34	4	8	1	7

RUBBER AND THE WAR.

ITS VALUE FOR MILITARY PURPOSES.

AN INCREASED PRODUCTION.

Up to November it could be said that not for many years had rubber prices fluctuated so little as in 1915, says *The Times*. It is true that first latex plantation crops began the year about 20 per lb. and finished at 45 per lb., showing an advance of 100 per cent., but between the middle of February and the middle of November the extreme variation of plantation rubber did not exceed 44d. per lb. The uniformity between plantation rubber and fine hard Para was no less remarkable. At the beginning of the year the latter commanded a premium of 10d. per lb. over plantation crepe, but after the middle of February the maximum did not exceed 3d., and from the beginning of July the prices were well nigh at par, until plantation, securing the lead, shot ahead, establishing a premium of 4d. or more per lb. The average price secured for the 1915 crop of plantation rubber will be round 25.6d. per lb., with possibly a somewhat higher figure for companies unhampered by forward contracts entered into at the lower prices of 1914 or the beginning of 1915. With the "all-in" costs of all well-situated, ably-managed plantation companies, having a substantial proportion of their planted area in bearing, round 1s. per lb. it will be seen that the margin of profit is highly satisfactory.

In 1914 the plantation rubber output was approximately 65,000 tons, and in 1915 it may be taken at 80,000 tons, obtained from the 600,000 acres planted in the Middle East up to 1909, with a modest allowance for the early 1910 plantings. The total to be added about 45,000 tons of wild rubber, obtained mainly from Brazil and Africa. The output of the former during the crop season ended June 30th last was 35,305 tons, a decline of 9.7 per cent. as compared with the preceding year.

This gives a total production from all sources of 125,000 tons. In the past years have been indulged in as to the world's ability to absorb the rapidly-growing output, but even with Germany and Austria-Hungary cut off and the interruption of shipments to other European countries it has become apparent that the available supply will hardly suffice to go round. The surprising feature has been the enormous increase in the exports to the United States. Month after month, per cent. increase were shown over the shipments of the corresponding period of last year, the total imports of rubber, gutta, and balata into the United States for the first nine months of the year being 82,300 tons, as compared with 58,000 tons in the corresponding periods of both 1914 and 1913. As evidencing the growing importance of Far Eastern markets it is worthy of note that a very large proportion of this increase in the shipments to America has gone direct from the countries of origin, the aggregate exports from this country for the year amounting to 1,499,433 cents, as compared with 1,099,231 cents in 1914. Although a considerable proportion of this increased import of raw rubber has been intended for the manufacture of goods to be re-exported, the internal demands of the United States, thanks to the phenomenal prosperity of the agricultural interests, have been rapidly increasing. In addition, the shipment of rubber has been stimulated by the favourable exchange. For 1916 an even greater internal demand is predicted; the probable output of automobiles being put at one million. Of the total exports of raw rubber from this country, the United States took 531,801 cents in 1915, and increase of 290,138 cents over the preceding year.

RUBBER IN WAR TIME.

The experience of the past year has served to place rubber once and for all alongside petrol and copper as one of the commodities essential to the maintenance of an adequate supply of munitions of war. This being so, the anxiety of the belligerents to secure adequate supplies of the raw material can be understood. Thanks to the efforts of the British navy, these have been assured for the Allies practically from the outset. With the Central Powers it is quite otherwise. Germany has resorted to many cunning devices in her efforts to maintain the supply since rubber was declared contraband of war by Britain in September, 1914. Very little, it is safe to say, has reached her from overseas sources, but no doubt, more or less important quantities have crossed the frontier from neighbouring countries. Holland is believed to have been the chief supplier, although this leakage should now be checked by the regulation which places all newly-imported rubber under the control of the Netherlands Overseas Trust, which guarantees that it will be used only for internal consumption.

AFTER THE WAR.

With the demand for rubber apparently assured so long as the war lasts, attention is now being turned to the prospects for the commodity after the conclusion of peace. Naturally here all is more speculation, as so much depends upon the duration of the hostilities and the credit of the various belligerents at the end of the day. Under normal conditions it has been a commonplace of the industry that the larger the consumption of raw rubber the larger the subsequent supply of reclaimed and remade rubbers, which have more than once thrown out otherwise flawless calculations. It is admitted, however, that the proportion of old rubber which will be available out of the huge quantity of the raw material utilized for warlike purposes will be very much smaller than in ordinary circumstances. Then there is the consideration that the consumption for military purposes is unlikely to cease with the end of the war. In addition, there is the serious shortage in the stocks of rubber goods in enemy countries. In normal times, the Central Powers absorbed 15,000 tons of rubber per annum. For the first year of peace their requirements are estimated at 40,000 tons. Equally inevitable is the reconstruction of Belgium, North France, and other countries which have been laid waste, and the awakening of Russia to the importance of modern methods. Last but by no means least is the great prosperity of the United States and other neutral countries, particularly among the agricultural communities, and the consequent increased demand for motor traction.

A DUTCHMAN IN GERMANY AND AUSTRIA.

TWO THINGS WHICH THE ENEMY RESPECTS.

The Amsterdam *Telegraaf* publishes an article giving a writer's impressions of the situation. He says:—

Between Cologne and Cologne a wounded German officer got into our compartment. We got into conversation, and he informed us that he had taken part in the Marne battle but had only learned much later from the newspapers that the Germans had been repulsed there. "The two things which we have the greatest respect," he said, "are first the French artillery, and secondly, the Englishmen's fighting. They fight splendidly; they are all sportsmen." Of the French artillery he could not say enough. He stated that once he had had command of 80 men at some post or other on the road; he had not seen a single Frenchman and he could offer no resistance, but in the evening he had only two men left.

In Leipzig my attention was attracted for the first time to something which I certainly noticed later in Berlin, Hamburg and Hanover. The quality of the petrol appears to be so thoroughly bad that the motor-cars and taxicabs cannot be got to move except with the assistance of a better kind of benzine, which the driver carries with him in a small bottle. Once the car is in motion it goes all right. Here also were various motor cars without pneumatic tyres, but with wooden, so-called "Vollgummi" tyres.

At Hamburg the results of the war are extremely noticeable. The whole harbour, as well as everything connected with it, is lying inactive. The heavy goods traffic in the streets is a thing of the past. Very few motor cars are obtainable. Speaking generally, "little and dear" was the dominant note in the city. Dutch acquaintances confirmed the fact that the Germans were very depressed.

The impressions made by Bremen and Hanover were in no respect different. No "hurrah" feeling—a desire for the end, complaints about the many dead and suffering, and the cost of living. At a kiosk in Bremen portraits of the Crown Prince, the Kaiser, and the Emperor, Francis Joseph were thrown upon the screen without evoking the slightest applause. My final conclusion, with regard to this journey, was that a great part of the working people are suffering from hunger, and that the economic situation is unfavourable and is becoming worse every day. Although it is believed that resistance can be offered to it by the German spirits of organisation, the prosecution of the plans of the Allies will produce a critical situation. The feeling becomes daily more "down," and people are asking "What are all these victories giving us? We are gaining a victory every day, but obtain no advantage from it—on the contrary." I am fully convinced that Germany and Austria must lose both from a military and an economic point of view provided that the war is prosecuted thoroughly by the Allies.

THE TRUTH ABOUT THE KAI-ER.

BROKEN, AGED AND PERPETUALLY COUGHING.

The special correspondent of *The Daily Mail*, who was present at the Royal banquet at Nish, when the Kaiser was the guest of the King of Bulgaria, says:—"I had never seen Ferdinand before, and it was eight years since I had last seen the German Emperor."

"What a change! The Kaiser is not the tall man he is represented to be in photographs, and beside the great, massive figure of the hawk-nosed King Ferdinand, who has a curious, duck-like waddle, the great War Lord seemed almost diminutive. The Kaiser wore a long grey coat, a brown fur necktie, and a spiked helmet covered with some sort of khaki-like cloth.

"How did the Kaiser look? Well, I will tell. Whether it be due to the fatigues of the war, the effects of a two-day journey, or ill-health I cannot say. So much is certain—the face is that of a tired and broken man. The hair is white, though the moustache is still suspiciously dark. There was an absence of the old activity of gesture, the quick, nervous wheeling about and unstable manner of the man, all of which I remembered distinctly from my previous encounter with him in 1908.

"The Kaiser was obviously out to make himself agreeable. He examined the medals of Bulgarian soldiers with apparent interest, chatted with royal affability, and smiled right and left. None the less, he is a greatly aged man. He held in his hand a handkerchief which he was perpetually using, and I noticed later at the banquet that he seemed to require it to assuage his continual coughing.

"I also noticed at the banquet that the handkerchief was a huge Turkish affair of red, embroidered with the white Turkish Star and Crescent in the corner.

"From the fact that the Kaiser ate and drank practically nothing at the banquet I was led to believe the story that he always eats before proceeding to these state functions. Certainly he spent more time in coughing than eating at Nish."

SHIPPING NOTES.

ACTIVITY IN DUTCH YARDS.

More than double the amount of shipping tonnage is building in Dutch yards compared with a year ago according to a survey just published. The tonnage on December 31st, 1915, was 395,195, against 155,170 tons at the end of 1914. 172,000 in 1913, 155,030 in 1912, and 33,702 in 1901. Vessels were under construction abroad to Dutch orders to a total of 85,700 tons, against 74,500 at the end of 1914, 103,600 in 1913, and 37,403 in 1901. These figures do not include warships, dredgers and river vessels.

THE "BARALONG" CASE.

DEBATE IN THE REICHSTAG.

The Reichstag debate on the *Baralong* case ended with one more violent speech—in which the Agrarian newspaper proprietor, Dr. Ortal, declared that "the indignation in Germany is enormous"—a short Government statement, and a speech by the Socialist, Herr Ledebour, rather more moderate than that of his colleague, Herr Noske.

The Government statement, delivered by the Under-Secretary in the Foreign Office, Herr Zimmermann, was as follows:—

With the most sincere satisfaction I am able in the name of the Government to note the unanimity with which you, in common with the German people and the German Government, condemn this disgraceful *Baralong* case. You have appropriately branded the horrible incident and the impertinence of the English answer, and it needs no further words from me to lay additional stress upon this horrible deed of the English. We have also been able to note the unanimity about the fact that sharp punishment is necessary. In this point also the Government entirely agrees with you, and I thank you in the name of the Government for the edifying way in which you have once more given expression to your horror. I can assure you—I beg you to take this assurance home with you—that the Government will find the right ways and means to punish sharply and emphatically this horrible deed.

REPRISALS A DOUBLE-EDGED WEAPON.

Herr Ledebour's speech was a repetition of previous arguments, combined with an expression of the opinion that it is not the English people, but the English Government, that has been "degraded" by Sir Edward Grey's Note. After some academic remarks against the right of capture at sea, Herr Ledebour, applauded by "a part" of the Socialists, added the following remarks about reprisals:—

If reprisals are demanded, they must in my opinion not be allowed in any circumstances to lead to the death of persons who are not concerned in such deeds as that of the *Baralong*. In my opinion the submarine war must not go beyond the limits fixed after the *Lusitania* case. The Government itself then declared that ships would not be torpedoed without warning. If warning were no longer given, that would be warfare which conflicts with the principles previously recognized by the Government itself. But, as our Government has made any such statement, I hope that there will be no change. In view of the various phrases employed by several speakers here, and in view of utterances in a part of the Press, the impression might arise that it is permissible to torpedo ships without warning. It is therefore imperative to declare in this place that wide circles of the people are not in agreement with such a view. Measures of reprisal are always a double-edged weapon. If excesses of any kind are committed which are incompatible with the laws of humanity, we must decidedly protest against them. Even in war we must strive to make the laws of humanity respected as far as possible. That is also a dictate of patriotism. We can render our country at greater service than by seeing to it that, in regard to humane behaviour as well as everything else, she shall march at the head of the civilized nations.

THE REICHSTAG'S "GREAT HOUR."

Needless to say, the Press is delighted with the debate. *The Frankfurter Zeitung*, in an absurd eulogy of the demonstration, writes thus:—

The German Reichstag experienced an hour of greatness; which will have its effect for beyond the German frontiers, and will find enthusiastic echo wherever on land or sea German soldiers face the enemy. What are the differences of opinion between parties about questions of domestic policy such as the Prussian franchise, and what are political complaints about food questions in comparison with the solid unanimity with which the Reichstag supports the Government at a moment when it sets out appropriately to rebuke and to brand before the world English perfidy and arrogance? And yet there was one who had the unhappy courage to disturb by hisses and interruptions the unanimity about the *Baralong* case—Herr Liebknecht, of course, whom one could call a political ruffian if he had not, like all diseased persons, a claim to our sympathy.

ELEVEN TONS OF SCRIPTURES.

260,000 VOLUMES SENT PRISONERS IN RUSSIA.

Eleven tons of Testaments, Gospel portions and copies of the Psalms have just been dispatched from England by the British and Foreign Bible Society for the prisoners of war in Russia.

"There were 54 cases, containing over 260,000 volumes," the secretary of the society told a *Daily Chronicle* representative, "and the cost of printing them alone was well over £1,000. The volumes are printed in Polish, German, Hungarian, and Bohemian. We had no stocks of such works in England, so we had to make fine photographs of 15 editions which we had and print them from these reproductions. The cases will travel free over the Swedish State railways."

Already similar Testaments and Gospel portions, printed in English, Russian, French and Armenian have been distributed among the prisoners of the Central Powers, to the number of well over 400,000, and fresh supplies are still being sent.

"In addition to this," added the secretary, "over 2,000,000 volumes have been distributed, the greater part free, among the wounded in all the hospitals at home and abroad, and among the troops at all points. They have gone to practically every centre, to the Western front to Calipoli, Malta, Egypt, Cyprus and the Persian Gulf."

MINERS AT THE FRONT.

EXPERIENCES OF SHELL FIRE.

An interesting story of the visit of a contingent of South Wales miners' leaders, all members of the South Wales Miners' Federation, to the first line trenches on the Western front, is given by the *Central News*.

"We followed the custodian of the party," said one of the men. "Gradually shells were heard screaming overhead. Peremptory orders were given us not to expose our heads. We did not like the look of things, but the major went on telling us, 'Oh, these Welsh miners want to see the war,' and so, we were continually being told to hurry along and see things, so that we could inform the boys at home. The din eventually became terrific. The hum and roar and hissing of the shells grow worse, until we thought, we were encircled by express trains. No, a thing could be seen but the major's heels, and occasionally we heard a shout of 'Keep your heads down.' Let the Welsh miners see what we have to face."

"On we went, walking ten miles or more. The roar of artillery became more intense; our heads buzzed and grew sore. We dared not look or speak. All that we did was to hope that we should not be compelled to walk the entire length of trench running right into the Belgian dunes. At last, we were permitted to walk a mile or two to the rear. It was not, for some little time afterwards we learnt that we had passed under more shot and shell than they than it was expected we should do. Any one of the shells which went over our head would have been enough to blow our little party to pieces; but the experience we had been so unexpectedly given was to some extent due to our desire to see the war as it was—not to mention a certain major's opinion that the South Wales miners' contingent should on no account miss anything while they were at the front."

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT-COL. A. CHAPMAN, V.D.

ATTACHMENT.

1.—H.E. the Governor has been pleased to approve of Second Lieut. W. E. Osborn, Bombay Volunteer Artillery (late Lieutenant, New Zealand Garrison Artillery), being attached to the H.K.V. Corps (Artillery Battery), dated March 11th, 1916.

TRANSFER.

2.—No. 1497 Private A. G. W. Tickle from Civil Service Company to Engineer Co., dated March 14th, 1916.

PARADES.

3.—Parades for to-day.

7 a.m.—Members of Signalling Section and other Signallers, as detailed in Signalling Section order dated December 28th, 1915.—Semaphores practice at Headquarters.

3.30 p.m.—Musketry, Part II. (Stand and Test) at King's Park Range.

5.15 p.m.—Civil Service Company—Drill at Headquarters. Signalling Section—Squad drill at Headquarters. Engineer Co. (Talkoo Section)—Musketry and Rifle exercises at Talkoo Dockyard, under Sergt. Everest.

DETAIL.

On duty until 17th instant—H.K.V.R. G. E. STEWART, Capt., Adjutant, H.K.V.C.

HONGKONG VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, COMMANDING.

PARADES FOR WEDNESDAY, 15th INSTANT, at 5.15 P.M.

Signalling Section at Volunteer Headquarters. Uniform to be worn. Recruits on the Cricket Ground under Drill Instructor Sergt. Oxberry. Dress: Drill order.

"D" Co. at Volunteer Headquarters under Sergt. Major Cooke for instruction in aiming for all members who have not fired Part I. and Part II. Musketry Course. Dress: Drill order.

PARADE FOR THURSDAY, 16th INST., at 5.15 P.M.

Recruits on the Cricket Ground under Drill-Instructor Sergt. Oxberry. Dress: Drill order.

Stocking-putties may not be worn at any parade.

G. K. H. BRUNTON, Capt., Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

MUSKETRY PART 2. RANGES E. AND F.

All P.-cs. of Nos. 2 and 3 Companies and of Nos. 3 and 4 Platoons of No. 1 Company who have fired Ranges A to D will attend the Range on Sunday, March 19th, leaving Blake Pier as follows:—

8 a.m.—No. 3 Company.

11 a.m.—Nos. 3 and 4 Platoons of No. 1 Co.

1 p.m.—No. 2 Company.

Platoon Commanders will inform the Chief Inspector (Musketry) as soon as possible of any men who are exempt on Medical grounds.

If circumstances permit the Staff, N.C.Os. and men who fired on March 12th will be given another opportunity of firing these Ranges. In the meantime the scores will not be officially recorded.

PLATOON PARADES.—CENTRAL.—5.30 P.M.

Wednesday, March 15th.—No. 3 Co. (2) and No. 2 Co. (4).

Thursday, March 16th.—No. 3 Co. (1 and 2).

Friday, March 17th.—No. 1 Co. (1) and No. 3 Co. (4).

N.B.—Alteration in dates for No. 1 Co. (1) and No. 3 Co. (3).

PEAK PATROLS. Peak Patrols will in future report to Staff Inspector Wiltson, 79, Peak.

JOINED. No. 2 Company.—L. G. Ribeiro. OCEANIC PRACTICE. Wednesday, March 15th, at 6.20 p.m. F. O. JENKIN, D.S.P. (R.)

ASAHI BEER

DAI NIPPON BREWERY

CO., TOKIO JAPAN

OBTAINABLE EVERYWHERE

SOLE AGENTS

MITSU RUSSAN KAISHA.

HONGKONG.

WANTED.

A PORTUGUESE BOOKKEEPER; must be a Competent Man, write a good hand, especially quick at Figures. Age about 30. Only an experienced man need apply—B. K.

Care of "Daily Press" Office, Hongkong, 13th March, 1916. [406]

FOR SALE.

RICHMOND HOUSE, No. 145, Barker Road, Also, "DUNOTTAR" No. 31, Aberdeen Road, HASTINGS & HASTINGS, Solicitors.

Hongkong, 3rd March, 1916. [371]

FOR SALE.

ONE SET VERTICAL MARINE ENGINES, with three cylinders of 15 inches, 24 inches and 40 inches diameter, with Condenser and Pumps, complete. Also three bilge directing boxes, one reducing valve, two discharge valves, one set double shaft, one main injection valve, and one spare condenser door, all having been formerly used in connection with the above engines. Built in 1904 and been in use only 14 months.

1,933 lbs.—Self-Hardening Steel.

1,877 lbs.—L. A. Turning Steel.

1,928 lbs.—Oval Chisel Steel.

2,896 lbs.—Round Punching or Turning Steel.

One hundred Kilos Metal Packing. Open to Offers.

For further particulars, Apply to GEO. F. LAMBERT, 4, DUNDRELL STREET, Hongkong, March 13th, 1916. [311]

FRENCH LESSONS

G. MOUSSON, 15, MORRISON HILL ROAD.

CORRESPONDENCE.

THE CURRENCY QUESTION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR—Before a person undertakes to give a lecture on any subject he must be certain that he has exhausted that field. Mr. J. M. Xavier appears to have given very little time to the study of Political Economy and its bearing on Banking and Exchange before delivering his lecture. He attributes the whole evil of the *agio* question to Shanghai, and seems to blame that port on account of the dual character of its currency. Though in Shanghai there are two currencies, the people practically deal in one, the Mexican dollar basis. We cannot say that because the exchange between the Mexican Dollar and Tael varies, the *agio* evil is thereby caused; the variations of the exchange between the two is caused by the silver market, for tael represent pure silver, whilst the Mexican Dollar has its basis on gold and is debased silver, being only 902 7/8 fine. We might as well say that the *agio* evil has its origin here in the variations of the sterling exchange!

Nor is public opinion likely to remove this evil, for if the majority of the public is apparently benefitted by it, we can hardly expect the public to change it. Let me give an example. If I go to any of the European dispensaries to buy a box of Pear's soap, I shall be charged \$1.50, and am supposed to pay in notes; but should I go to any of the Chinese stores I have to pay \$1.40, and payment to any extent is received in sub-coins. It may be pointed out that should coins and notes be at par, I may possibly buy the box of soap at a Chinese store for \$1.30. True, but at any rate, at present, I am profiting in the bargain, being one who buys from Chinese retail houses. What the people cannot understand is that bank-notes, being only promises on the part of banks to pay a certain stipulated amount in silver dollars, should fetch more than that amount outside.

I do not entirely believe that people are willing to pay more for bank-notes simply because they are easier than silver to hide and store, for people who deal in notes and money surely know that banks issue more notes than they have specie in reserve, and also that banks may speculate as to fail, in which event their bank-notes may become almost worthless. Moreover, for the people in the interior of China, with whom the local Chinese banks and business houses mostly deal, bank-notes have very little value, being almost unknown. Let us therefore try to trace the origin of the *agio* evil.

Banks, as already stated, issue more notes than they have specie in reserve, and it is to their interest to maintain a high character for their notes. Should notes depreciate and fall below par, people holding them would naturally make a rush on the banks for silver, and the banks would have either to fail or to use their Special Reserve Funds, both courses being very unpleasant.

To maintain the high character of their notes, banks naturally refuse to receive more than a small amount of silver, and will only receive big amounts at a high discount. There are some houses here which deal mostly in coins, and being unable to pay money into the banks either by way of deposit or to meet their drafts except in notes, are obliged to sell these coins at a discount in order to obtain notes. They sell their coins either to the banks or to money-changers, but as the latter have only limited capital the bulk goes to the banks. The banks, having purchased these coins at a big discount, are ready to sell them at a slightly smaller one, thus making a profit. As Chinese retail houses increase in number and importance transactions in sub-coins increase correspondingly, and, to meet the demand, more money-changers start business.

Having maintained a high character for their notes and thus increased their purchasing power, the banks are able to purchase pure silver bars, which they can send to the Government mints and, by paying a *seigniorage*, have them minted into coins. When silver is cheap the banks, owing to the high purchasing power of their notes, are able to obtain at least one hundred and ten silver dollars for every one hundred dollars in notes which they invest. They thus either pay these dollars out in small amounts or sell them to the Chinese at a discount of, say, from four or six per cent.

It is understood that the local Government, being now intent on restoring parity between local sub-coin and silver dollars, have withheld permission to coin more sub-coins and are withdrawing part of those already in circulation. Some of the

HONGKONG C.C. TENNIS TOURNAMENT.

YESTERDAY'S RESULTS.

The following are the results of yesterday's matches:—

CHAMPIONSHIP SINGLES.
W. L. Wei beat Captain O. R. Hamilton, 6-0, 6-1, 6-4.

HANDICAP SINGLES, "A."
H. J. Verney (rec. 3-6) beat F. W. Hill (rec. 3-6), 6-2, 13-11.

HANDICAP SINGLES, "B."
F. Bevington (rec.) beat F. van der Walt (rec. 3-6), 6-4, 6-2.

HANDICAP DOUBLES.
R. P. Thursfield and P. S. Leigh Bennett (rec. 2-0) beat D. E. Donnelly and L. M. Whyte (rec. 15-6), 6-3, 6-4.
A. H. Cook and A. B. Raworth (rec. 2-6) beat W. E. Hoogewerf and H. W. Meyer (rec. 3-6), 6-4, 5-7, 6-4.
S. E. Green and Lt. Colonel Crisp (rec. 15-8) beat J. MacDonnell and W. J. Morrison (rec. 6-0), 6-1, 6-3.

Captain Hammond and J. W. Franks (rec. 4-6) beat F. W. Cary and Dr. W. V. M. Koch (rec. 5-6), 6-2, 2-6, 6-4.

MIXED DOUBLES HANDICAP.
Mrs. Whitmarsh and N. E. Kent (owe 5) beat Mr. and Mrs. C. C. Stark (rec. 1-0), 6-4, 6-4.
Mrs. W. Armstrong and H. R. Phillips (owe 15-8) beat Mr. and Mrs. T. E. Pearce (rec. 15-8), 6-4, 6-4.

banks, however, are importing Mexican dollars, which are employed in lieu of notes for making small payments.

In order to keep the Government out of the arena, the banks accept silver from the Government at par rate, and, though we read that the Government is losing a certain amount of money each year in redeeming sub-coins, it does not follow that the Government is losing on exchange; this loss lies with the redemption.

The remedy for the present chaotic state of affairs, if remedy there be, lies with the Government. A proclamation that ten copper cents are equal to a ten-cent silver piece and that ten ten-cent silver pieces are equal to a silver dollar and that payment in any of these must be accepted as legal tender to any amount under penalty of a heavy fine, will surely have the necessary effect. At the same time, the Government can go on with the redemption of the surplus sub-coins in the Colony, and can also restrict the further importation of dollars. In that case the Government must pass an Ordinance declaring Mexican dollars to be no longer legal tender, and assume the coining of silver.—Yours, etc.,
A CONFUCIAN ECONOMIST.

Hongkong, 14th March, 1916.

COURAGE MEANS STRENGTH.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR—In reference to a passage in your able leader of yesterday with regard to the alleged tendency among the Portuguese in this Colony to treat the intervention of Portugal in the war lightly and to ridicule the idea that the aid which Portugal can give to the Allies can have any influence in the present campaign, allow me to say that such an opinion is absolutely out of date, and whoever holds it must necessarily have a very poor knowledge of Portuguese traditions and of the recent heroic exploits of Portuguese soldiers in Africa, Timor, and elsewhere.

Both the British and French, and even Germany, have acknowledged the valour of the Portuguese soldiers. Napoleon said once that he wished he had Portuguese soldiers under him! No one would better understand the importance of the move on the side of the Allies than the Kaiser himself, who recoiled the services of the Portuguese hero Gathardo, Bessard, and Mossimbo d'Abulquerque, when the well-known terror of the world of Africa, "Gonguhana," was captured by them at Quamato. To these heroes the Kaiser personally wired his congratulations soon after their victories, inviting them to be his guests in Berlin and offering them the freedom of the city. This token of the Kaiser's high appreciation was very significant at the time, as against the same trouble he had fighting in the neighbourhood four generals and 8,000 men at a cost of millions of marks without any result, whereas the above-mentioned heroes were all of inferior rank (lieutenants or captains) when they entered the campaign, though they were awarded higher ranks after the glorious victory over the enemy. They had under them an expeditionary force of only 2,000 men at the most, as compared with the enormous force of the Germans!

The imprisonment of Gonguhana was effected by 32 men only in the face of a very large number of the enemy. The feat astonished the world. The valour and skill of our soldiers were at the time highly commended by all the European nations, and produced a great moral effect upon the mind of the African tribes. Many other victorious exploits might be mentioned, such as the reduction of the powerful kingdom of Manufai in Timor, but I am afraid I should take too much space in you valuable columns, and must conclude by saying that we Portuguese are ready to fight, no matter how powerful be the enemy. "Courage is our strength."—Thanking you, sir, yours, etc.,
A PORTUGUESE EX CORDE.

Hongkong, 14th March, 1916.

EXPORT OF ANTIMONY ORE.

CROWN PROSECUTOR'S OBSERVATIONS.

MAGISTRATE ASKED TO IMPOSE MAXIMUM PENALTY.

Before Mr. F. A. Hazeland yesterday the hearing was resumed of the case in which Ishikawa Shoichi, manager of the Tong Seng firm, was presented for attempting to export and exporting antimony ore, which is a prohibited article. Mr. G. N. Orme appeared for the Crown, and Mr. J. H. Gardiner represented the defendant.

Mr. Gardiner said the real question appeared to him to be whether or not the defendant obtained a permit intentionally by false representation that it was iron ore. Both iron ore and antimony ore were prohibited, however. Permits could be obtained by satisfying the Superintendent of Imports and Exports as to the destination of imports and exports of the stuff. Mr. Lloyd (of the Imports and Exports Department) had said in the witness-box that stricter measures were necessary in regard to antimony ore, but defendant was not aware of this difference, nor was any such difference published.

Defendant told the Court it was his intention to send the ore to Japan.

A clerk named Matsui said that he added the word "iron" in the application. The manager merely instructed him to make out an application to export ore, and having in mind that there was a considerable amount of iron in the ore, as the Analyst's certificate stated, he put in the word iron. That was the first time he had added a word to his instructions. The application was shown to the manager when it was returned from the Harbour Office, and it then contained the description "iron ore."

Answering Mr. Gardiner, witness said that if his manager instructed him to write out a permit for 300 bales of wats, he would not think he was doing wrong if he added "sugar wats," if that was in fact their description.

An assistant in the firm stated that he erased the word "iron" subsequently to make it correspond with the shipping order, which merely said "ore."

Mr. Orme—I put it that you were authorised to do this, that you were acting according to instructions!—No, I was not empowered to do this. In answer to the Magistrate, Mr. Gardiner said he would submit that the prosecution must prove mens rea.

Mr. Orme submitted that the alterations made in the application for the permit were part of a set scheme to get this ore through. "It would tax the credulity of anybody," he said, "to believe that this was the first time this thing had happened. They bought antimony ore from the Wah Cheong firm and attempted to export it as iron ore. Mr. Gardiner has talked about the rights of individuals and about mens rea, but when nations were at war we have to insist on the duties being performed by those who enjoy our hospitality. The war has brought out some very fine things in human nature, but it had also been proved that firms are still ready to forget their obligations and the interests of the Allies, and even the interests of their own country, where immediate hope of gain is put before them. The members of this firm are subjects of a country which is our Ally, and it is even more incumbent on them to see that nothing is done which will in any way deter the vigilance of our own Government. In this case where one shipment is detected, hundreds may go through. If it happened elsewhere also it might cause a serious set-back to the Allies."

Mr. Gardiner said that his friend in fairness should accept on the face of the facts that the ore was bound for Japan.

Mr. Orme said they had seen no reason to believe that this was for the use of Japan. It was impossible to say what the certificates that had come down from Japan really referred to. The Government had shown no desire to interfere with legitimate trade in any case where firms had shown a bona-fide intention to comply with the letter and the spirit of the law, but this was a case quite outside that. If other firms imitated the example of the firm concerned in dealing with the Government it would cause an enormous amount of work and necessitate a very wide vigilance. The authorities relied upon the good faith of firms in the Colony to help them in carrying out the regulations. Nothing but the severest penalties would deter firms who were set on gain by trying to evade the necessary provisions of the law, and he asked for the maximum penalty. If his worship found the defendant had been guilty of bad faith he asked his worship to send him to prison.

His worship announced that he would give his finding next week.

STRANDING OF "AUSTRALIAN TRANSPORT."

FINDING OF THE COURT.

NO FAULT OF THE MASTER.

The finding of the Marine Court enquired into the stranding of the *Australian Transport* off the westward of Formosa on January 4th was delivered yesterday morning as follows:—

"We find that the s.s. *Australian Transport*, of which Frederick Robert Clarke was master, left Batavia on December 23rd for Vladivostok, and proceeded through the Palawan passage and along the N.W. Coast of Luzon, and was steering to pass eastward of Formosa Island when she stranded at 11.56 p.m. on January 4th on the south-west point of Samarana Island, or now called Hoi Sho To Island. We consider that up to the time of such stranding the navigation of the ship had been carried out in a proper and efficient manner, and that the track this ship was taking east of Formosa Island was one generally followed by low-power vessels during the north-east monsoon, and, taking into consideration the position of the ship as shown by true reckoning on January 4th we do not consider that the master would have been justified in steering any course other than he did, as, owing to the great depth of water, it would be impossible to obtain soundings; and that the stranding of this ship was in no way the fault of the master or crew, but was entirely due to an unknown current which could not be allowed for, and which set the ship North 73 W. 12 hours, and also the heavy rain squalls and general bad weather prevailing; and that after the ship struck, everything was done by the master and crew in a seamanlike way to get the ship off. We appreciate the tremendous amount of labour necessary to jettison so much heavy cargo under the existing conditions. The Court take this opportunity of congratulating the master, officers and crew on their successful efforts."

Captain Clarke—I wish to thank you, gentlemen.

Commander Beckwith—We are very pleased to give such a satisfactory finding. As sailors, we all understand the very bad time you have had, and we hope it will be the last such time you will have.

The Court was composed of the following:—Commander Beckwith, R.N. (President), Commander F. Gibson, R.N., H.M.S. *Tamara*; Commander Wellesley, R.N.R., *Empress of Russia*; Lieut.-Commander W. C. Murray, R.N.R., H.M.S. *Flamingo*; and Mr. McGhie, s.s. *Glenogle*.

THE FALLING MARK.

Poor Mark! A hard, unsympathetic foe Gazes with cruel eyes on your distress And, like fair Emma's waist, observes you grow "Fine by degrees and beautifully less," While those who once made much of you, the gay—
And eager friends of many distant climes, Unkindly turn from one who has to-day Fallen on evil times.

Of, have I wept o'er that unhappy tale— Of young Augustus, once a chubby lad Who, through his hate of soup, grew thin and pale—
And fell a victim to his senseless fad, But you have never spurned a proffered boon.
There is no aid to which you would not stop, In point of fact it seems you may be soon Entirely in the soup.

Beauty, we know, is but skin-deep at best, And your face value shows a swift decline;
The constant strain of war, the lack of rest, Have spoiled the comely looks that once were thine.
Nor can you well deny that it is true That 'twas because your lord, whose ways are dark,
Got just a bit above himself that you Are now below the mark!
—"Touchstone" in *Daily Mail*.

HONGKONG TRAMWAY CO.

The approximate statement of traffic receipts for the week ending 11th March is as follows:—

	Receipts for week for 1916	Aggregate receipts for 1915
This Year	\$11,133	\$1,737,4
Last year	9,955	11,071
Increase	1,178	15,08
Decrease		

THE SERBIAN ARMY

The *Journal's* Corfu correspondent says French instructors reconstituting the Serbian army have now at Corfu a homogeneous mass of 120,000 able-bodied men, with new equipment to distributed in several camps. There are 25,000 horses for them waiting shipment from Valona. The staffs are drawing up a scheme for the organisation and employment of the Serbian army when their training is complete.

INTIMATIONS

LANE, CRAWFORD & Co.

JUST RECEIVED:

ANGLO-ORIENT

SEAMLESS REVERSIBLE

CARPETS AND RUGS.

TWO WEAVING SURFACES INSTEAD OF ONE
IN CHARMING COLOURINGS AND DESIGNS.

THEY ARE OF
BRITISH MANUFACTURE
BOTH
DURABLE AND INEXPENSIVE.

WE HAVE THEM IN
SQUARES 3 by 2, 3 by 3 and 3 by 4 Yards.
AND
**CORRIDOR, HEARTH, SOFA,
AND BEDSIDE RUGS.**
COLOURED LITHOS ON APPLICATION.

LANE, CRAWFORD & CO.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.			
Single Fare by Night Steamer	...	...	\$6.00
Return " " (available also for return by day steamer)	...	...	10.00
Single Fare by Day Steamer	...	...	4.00
Return " " " " " "	...	...	8.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

WEDNESDAY, 15th MARCH, 1916.	
5.00 a.m. HONAM.	8.00 a.m. KINSHAN.
10.00 p.m. KINSHAN.	4.30 p.m. FATSHAN.

THURSDAY, 16th MARCH, 1916.	
5.00 a.m. FATSHAN.	8.00 a.m. HONAM.
10.00 p.m. HONAM.	4.30 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,851. | S.S. TAI SHAN, Tons 2,000.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 19th MARCH, 1916.

The Company's New Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. SUI AN.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m., Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAI NAM, 588 tons, and S.S. NANNING, 588 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

[12]

TENDERS FOR BISCUIT AND BREAD.

TENDERS for the Supply of Biscuit and Bread for H.M. Navy for a period of Twelve Months from the 1st of April next, will be received at the Office of the Rear Admiral, H.M. Naval Yard, Hongkong, up to Noon on FRIDAY, the 17th instant.
Conditions and Tender Forms can be obtained from the Victualling Office, H.M. Naval Yard, Kowloon.
The right is reserved to decline the lowest or any Tender.
J. W. STEEL,
Asst. VICTUALLING STORE OFFICE/IC,
Hongkong, 11th March, 1916. [403]

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Hongkong, 10th July, 1915. 77

NEW ADVERTISEMENTS

TO LET.

NO. 4, DES VŒUX ROAD CENTRAL.
First Floor.
No. 5, ROBINSON ROAD "STONE-
HENGLE," DWELLING HOUSES contain-
ing Five Rooms and Outhouses.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 15th March, 1916. [415]

WANTED—IMMEDIATELY.

COMPETENT SHORTHAND TYPIST
for Shipping Office.
Apply—
Box "T,"
Care of "Daily Press" Office.
Hongkong, 15th March, 1916. [416]

WANTED AT ONCE.

**FOR Retail Firm, an experienced BOOK-
KEEPER, Portuguese preferred.**
Apply—
Care of "Daily Press" Office.
Hongkong, 14th March, 1916. [412]

THE HONGKONG ROPE MANU-
FACTURING CO., LTD.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING OF THE HONGKONG ROPE
MANUFACTURING COMPANY, LTD.,
will be held at St. George's Building, Chater
Road, Victoria, in the Colony of Hongkong,
on SATURDAY, the 25th day of March,
1916, at 11.45 o'clock in the forenoon, when
the Subjoined Extraordinary Resolution will
be proposed—

That the Articles of Association of the
Company be altered in manner following—
(a) That after the word "Company" in the
16th line of Article 110 the following
words shall be added—

"The General Managers may also
with the consent of the Consulting
Committee pay such bonuses or
bonuses as the General Managers
shall think fit."

(b) That the words "Bonuses or Bonuses"
shall be inserted immediately after the
word "Dividend" in the 18th line of
Article 110.

(c) That the words "and bonuses" shall be
inserted immediately after the word
"Dividend" in the first line of Article
115.

Should the above Resolution be passed by
the requisite majority, it will be submitted
for confirmation as a Special Resolution to a
further Extraordinary General Meeting
which will be subsequently convened.

Dated this 11th day of March, 1916.
SHEWAN, TOMES & Co.,
General Managers. [409]

HONGKONG CLUB.

NOTICE.

**THE THIRTIETH YEARLY GENERAL
MEETING** of the Members of the
HONGKONG CLUB will be held in the
Club House on MONDAY, the 27th March,
1916, at 5.30 P.M.
By Order,
E. DES VŒUX,
Secretary.
Hongkong, 10th March, 1916. [400]

HONGKONG CLUB.

NOTICE.

**THE TWENTY-NINTH HALF-YEARLY
DRAWING** of 60 DEBENTURES
of the **HONGKONG CLUB**,
Payable on FRIDAY, the 31st March, 1916,
will be held in the Club House at 11 o'clock
A.M., on FRIDAY, the 24th March, 1916.
Bearing of Debentures are invited to attend
the Drawing.
By Order,
E. DES VŒUX,
Secretary.
Hongkong, 10th March, 1916. [401]

ROYAL HONGKONG GOLF CLUB.

A COMPETITION will be held over
the **FAN LING** Course commencing
on 1st April for a prize kindly presented
by H.E. the Governor.
CONDITIONS.—Match play under handicap.
Limited to handicaps of 12
and over.
Entrance fee 50 cents per
round, the proceeds to go
to the War Charities Com-
mittee.

Intending competitors are requested to
sign their names on the boards at Happy
Valley or Fan Ling or to send same in writ-
ing to the undersigned, c/o Messrs. Bradley
& Co., Ltd., not later than the 25th inst.
T. W. HILL,
Acting Hon. Secretary.
Hongkong, March 14th, 1916. [414]

PUBLIC NOTICE.

THE Undersigned hereby gives Notice
that it has opened an Office at No. 13,
Nanking Road, Shanghai, as a Branch of
WESTERN ELECTRIC COMPANY of New
York, and will conduct its Telephone and
Electrical Supply business in China hence-
forth from the Shanghai Office.

NOTICE IS HEREBY GIVEN that
ARNOLD, KARBURG & Co. are no longer
Agents for **WESTERN ELECTRIC COM-
PANY**, as from December 8th, 1915.
WESTERN ELECTRIC COMPANY. [374]

G. O. B.

NOTICE.

UNTIL further Notice the Government
Dredger "ST. ENOCH" will be
dredging an area extending to 300 yards
South of the Star Ferry Pier at Tsim Sha
Tui, Kowloon.

All craft are warned to pass outside 100
yards from this vessel and all Steamers must
ease their engines to slow when passing
within 300 yards of her.
When the Dredger is working she will fly
by day a Red Barges from after-mast and by
night 2 Red Lights one at each mast-head.
C. W. BECKWITH,
Commander, R.N.,
Harbour Master, &c.
Harbour Department,
Hongkong, 10th March, 1916. [402]

PUBLIC COMPANIES

THE HONGKONG ROPE MANU-
FACTURING CO., LTD.

**THE 22ND ORDINARY ANNUAL MEET-
ING OF SHAREHOLDERS** in the
above Company will be held at the
Company's Office, St. George's Building,
Chater Road, Victoria, on SATURDAY, the
26th March, 1916, at 11.30 o'clock in the fore-
noon, for the purpose of receiving a Statement
of Accounts and the Report of the General
Managers for the year ending 31st December,
1915, and electing a Consulting Committee
and Auditors.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from MONDAY,
the 20th March, to SATURDAY, the 26th
March, 1916, both days inclusive.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 11th March, 1916. [408]

HONGKONG ICE COMPANY, LTD.

**THE THIRTY-FIFTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS** will be held at the Office of the
General Managers at 11.30 A.M. on
TUESDAY, the 28th instant, to receive a
Statement of the Company's Accounts to
31st December, 1915, and the Report of the
General Managers.

The TRANSFER BOOKS of the Company
will be CLOSED from the 14th to the 28th
instant, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 8th March, 1916. [393]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

**THE FORTY-SEVENTH ORDINARY
MEETING OF SHAREHOLDERS** will
be held at the Office of the Undersigned at
Noon on TUESDAY, the 28th instant.
The TRANSFER BOOKS of the Company
will be CLOSED from the 14th to the 28th
instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
HONGKONG FIRE INSURANCE CO., LTD.
Hongkong, 2nd March, 1916. [376]

CHINA SUGAR REFINING CO.,
LIMITED.

NOTICE.

**THE THIRTY-EIGHTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS** of the above Company will
be held at the Office of the General Agents,
Padda Street, on WEDNESDAY, the 29th
March, at 11.30 A.M., for the purpose of
receiving the Report and Statement of
Accounts for the year ending 31st December,
1915.

The TRANSFER BOOKS of the Company
will be CLOSED from the 14th to the 29th
March, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 2nd March, 1916. [369]

LUZON SUGAR REFINING CO., LTD.

NOTICE.

**THE THIRTY-FOURTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS** of the above Company will
be held at the Office of the General Agents,
Padda Street, Hongkong, on FRIDAY, the
31st March, 1916, at 11.30 A.M., for the purpose
of receiving the Report and Statement of
Accounts for the year ending 31st December,
1915.

The TRANSFER BOOKS of the Company
will be CLOSED from the 15th to 31st March,
1916, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 12th March, 1916. [413]

HONGKONG TRAMWAY CO., LTD.

NOTICE IS HEREBY GIVEN that the
COLONIAL (Hongkong) REGISTER
of the Company will be closed from TUES-
DAY, 21st March, 1916, to WEDNESDAY,
19th April, 1916, both days INCLUSIVE.
By Order of the Board of Directors,
W. E. ROBERTS,
Secretary.
Hongkong, 13th March, 1916. [407]

TO LET.

From 1st March.
GODOWN, No. 3, Duddell Street.
Apply—
A. B. AVARIA,
Care of E. PARANET,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [83]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.
No. 141, Wanchai Road, Large and Spacious
Godown.

"SHORNCLEIFFE" Garden Road, to let
Furnished, 6 Rooms.
"GLENNIFFER," 3, Hankow Road, Kowloon.
"BILANDONAN," No. 5, Des Vœux Villas,
No. 54, THE PEAK, Fully Furnished, including
Piano, from 1st May to 30th November.

"WOODBURY," No. 4, Hankow Road,
Kowloon, from 1st May, 1916.

No. 2, ZETLAND STREET.
No. 25, SHELLEY STREET.
No. 25, SEYMOUR ROAD, WOODLANDS
VILLA WEST.

No. 68, PEEL STREET, on Caine Road
level.

"GLENSHIEL," No. 141, Plantation Road,
Peak, from 1st November, 1915.

"HARTING," Austin Road, Kowloon.
"ROSENEATH," 3, Hankow Rd., Kowloon.
No. 25, BELLIOS TERRACE, with
entrance on Conduit Road.

ONE GODOWN, No. 8 Barrows Street,
Wanchai.

TWO GODOWNS, in Duddell Street.
No. 2, DES VŒUX VILLAS, 51, PEAK
(Unfurnished).

No. 59, THE PEAK (CAMERON VILLAS).
Apply to—**LINSTRAD & DAVIS,**
3rd Floor, Alexandra Buildings.
Hongkong, 16th February, 1916. 35

HOUSES TO LET

TO LET.

**FURNISHED HOUSE, Seven Living
Rooms, etc., with Garden.**
Apply—
CHURCH MISSIONARY SOCIETY,
80, Bonham Road.
Hongkong, 13th March, 1916. [406]

TO LET.

NO. 1, TOGO TERRACE, Kennedy Road.
Apply—
LI FUK TSAU,
Care of Messrs. WILKINSON & GRIST,
9, Queen's Road Central.
Hongkong, 1st March, 1916. [355]

TO LET.

**NEWLY-BUILT FLATS, in SAIFEE
TERRACE, Nathan Road, also,
SIMILAR FLATS in Jordan Road, Kowloon.**
Rents very moderate.
Electric Light and Gas installed.
Apply to—
KAYAMALLY & Co.,
5, D'Aguilar Street.
Hongkong, 1st March, 1916. [366]

TO LET—AT THE PEAK.

FURNISHED, No. 3, Mountain View.
Apply—
H. E. POLLOCK,
Princes Buildings.
Hongkong, 25th February, 1916. [333]

TO LET.

**OFFICES, 5, Duddell Street, now in
occupation of Messrs. Eadecker & Co.**
Apply—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, 17th February, 1916. [265]

TO LET.

A splendid set of OFFICE ROOMS on the
First Floor of No. 10, Des Vœux Road
Central (above the Robinson Piano Co.),
comprising Three Large and Two Small Rooms
with Couches and Servants' Quarters. The
Premises are being thoroughly repaired and
renovated. Centrally located in the vicinity
of the Banks and Shipping Offices. Rent
moderate.
Apply to—
MOW FUNG & Co.,
10, Des Vœux Road Central.
Hongkong, 18th February, 1916. [302]

TO LET.

**A HOUSE in Knutsford Terrace,
Kowloon.**
Apply—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, 24th October, 1915. [37]

FURNISHED FLATS.

THE Undersigned are prepared to furnish
some of their Tregunter Mansions (May
Road) Flats to suit intending tenants. These
Flats have first-class appointments which
include English Baths and Kitchen ranges,
hot water supply and water-closets. They
are of two kinds, viz.: Flats with 2 Bed-
rooms and 2 Sitting Rooms and Flats with 3 Bed-
rooms and 1 Sitting Room. The latter are
especially suitable for Bachelors. Arrange-
ments could be made if desired for the use,
in common with certain other tenants, of the
adjoining fresh water swimming bath.
Apply to—
**HUMPHREYS ESTATE & FINANCE
Co., Ltd.,**
Alexandra Buildings.
Hongkong 26th January, 1916. [205]

TO LET.

**NO. 11, GAGE STREET, immediate posses-
sion.**
Apply to—
J. VINCENT BRAGA,
Toyo Kisen Kaisha.
Hongkong, 16th November, 1915. [100]

TO LET.

**RAVENSHILL EAST, Park Road,
containing 6 Rooms, 3 Bath Rooms,
Servants' Quarters, &c. Vacant 1st November.**
Apply—
**DEACON, LOOKER, DEACON &
HARSTON.**
Hongkong, 19th October, 1915. [90]

TO LET.

**TWO ROOMED-FLATS in Nathan Road,
Kowloon.**

**THREE-ROOMED FLATS in Humphrey's
Buildings, Kowloon.**

**FOUR-ROOMED FLATS in May Road,
with every modern convenience, including
English Baths and Kitchen ranges, Hot
Water and Water Carriage System. A few
Flats specially designed to accommodate three
bachelors at reasonable rentals. Immediate
possession.**

**FOUR-ROOMED HOUSES in Gordon
Terrace and Salisbury Avenue, Kowloon.**

Apply to—
**HUMPHREYS ESTATE & FINANCE
Co., Ltd.,**
Alexandra Buildings.
Hongkong, 29th December, 1915. [277]

TO LET.

OFFICES at 2, Connaught Road.

**OFFICES in King's Buildings,
OFFICES in Des Vœux Road Central.**

**HOUSES in CLIFTON GARDENS,
Conduit Road.**

**NEW HOUSES in Broadwood Terrace,
HOUSES at the Peak.**

**NO. 1, MORETON TERRACE, Causeway
Bay.**

GODOWNS, at Wanchai.
Nos. 1, 2 and 2, WEST END TERRACE
CANTON.
Apply—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, 4th November 1915. 32

INTIMATION

WATSON'S
E
THE PREMIER SCOTCH
OF THE FAR EAST
FOR 25 YEARS.

POPULARITY MAINTAINED

BY ITS

EXCELLENT QUALITY,

NOT BY EXPENSIVE

WORLD-WIDE ADVERTISING.

A. S. WATSON &
CO., LTD.,
WINE & SPIRIT MERCHANTS,
HONGKONG.

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 15TH MARCH, 1916

CHINA'S NEED OF ROADS.

"MEANS of communication are of the
utmost importance to the good govern-
ment of a nation." So begins a recent
Presidential Mandate on the subject of
road improvement, and we can almost be-
lieve that the words are sincere, even
though it be a bitter sincerity. Probably
the chief cause that made it possible for
the present trouble to break out in Yun-
nan was the remoteness of the province
and the lack of such facilities of communi-
cation as would, on the one hand, link up
that outpost of Empire with the capital,
and, on the other, make it easy to nip in
the bud an incipient rising. All this is
an old tale, and the remedy that has long
been recommended and has been accepted,
in theory, by China, is a network of rail-
way lines. The desirability, in principle,
of such a system, connecting the most
remote provinces with the capital or
with military centres, has long
been recognized and now needs no
argument in its support; the comple-
tion of such a railway system would, how-
ever, be the work of years, even if China
had the funds available. In the mean-
time, much could be done at considerably
less expense by so improving the roadways
as to make them practicable for wheeled
traffic. The need of railways in China, is
unquestionably great, but we would ven-
ture to assert that the need of roads is far
greater. A European country has many
miles of road to every mile of railway;
China must live up to her proverbial re-
putation, so she reverses the state of affairs
by having hundreds of miles of railway
but hardly a single mile of road worthy
of the name. We except, of course, the
roads constructed by foreign Governments
or Municipalities. The arguments for
preferring roads to railways are so well-
known as hardly to need repetition. The
difference in cost will make it possible to

lay several miles of road for the money
that would pay for only one mile of rail-
way; a road is comparatively quickly
made, and does not call for a quantity of
foreign materials and machinery; roads
can penetrate to points that would never
be accessible to a train, and they will
always be necessary as feeders to the rail-
way. A good road, adapted for wheeled
traffic, would probably benefit the trade
of the countryside to almost as great an
extent as would a corresponding railway
in China's present state of development.
The transportation of goods would take
longer than would be the case by train,
but it would be so much quicker and more
certain than transportation by coolies that
probably it would be almost as great a
boon to local trade as a railway would be,
particularly as time is not regarded as
peculiarly valuable in China. It is a com-
paratively common tale to hear of one town
with a surplus of rice or some other com-
modity that it cannot get rid of, while a
neighbouring town is suffering from a
shortage, or even famine, and it is impos-
sible to send the grain from one town to
the other. It is to prevent such occurrences
as this that the restoration and extension
of China's roads is especially desirable.
We use the word "restoration" advisedly—
Marco Polo's description of the magni-
ficent roads of China will be remembered,
though, perhaps, we have to make consid-
erable allowance for the state of the roads in
Europe with which he, naturally, com-
pared them. But even to this day there
are evidences of what China's main roads
were originally; the old trunk roads have
generally been freely encroached upon for
cultivation, but occasionally one finds a
short stretch which has escaped and which
demonstrates that, even if China had not
manicured roads, there was a time when
she had something better than foot tracks.
The reason why China is so poorly pro-
vided with roads is not far to seek—it is
nobody's business to maintain the roads,
and there are no funds provided for the
purpose. The present Mandate will
remedy this defect in one respect, for the
local authorities are now made responsible
for the maintenance of the roads, though—
a typically Chinese touch—the upkeep of
the bridges is to be left to private bene-
volence. It is a great step forward to see
the Central Government insisting on the
need of making a proper system of roads,
and we can only hope that the Mandate
will be strictly enforced, for we are sure
that if one or two good main roads are
made, the benefits of them will be so
evident that there will be a general demand
for similar facilities.

A mail for Europe via Siberia closes
to-day at 11 a.m.

Mr. J. Walker, manager of the Dairy
Farm Company, returned to the Colony
on Monday by the s.s. *Fushimi Maru*.

The members of the Sergeants' Mess of
the Hongkong Volunteer Corps are hold-
ing their annual dinner at the Hongkong
Hotel on Saturday, the 25th inst.

A Cornelian vase valued at \$250 is re-
ported to have been stolen from a curio
shop in Wellington Street while a party
of five men were in the shop bargaining.

The Rev. W. H. Featherstone, of St.
Paul's College, has reported to the Police
the theft from his room on Sunday even-
ing of eleven pieces of clothing valued at
\$44, and \$3 in money.

They take no note of time in the Appeal
Court. When the Court rose on Monday
the Court clock indicated the hour of 7.45
p.m. It was still 7.45 p.m. when the Court
re-opened yesterday morning!

Previous to the parade of "A" Co.
H.K.V.R. on Friday it has been pro-
posed to have the Co. (Old Organisa-
tion) photographed. All members of the
Old Organisation are particularly request-
ed to attend at 4.45 p.m.

Eight dead bodies were found in the
various district of the Colony on Monday,
and some bare traces of death from small
pox. In the Water Police district the
bodies of two children were found
"dumped" in order to avoid burial ex-
penses.

A competition is to be held over the
Fan Ling golf course, commencing on
April 1st, for a prize presented by H.E.
the Governor. The conditions of the com-
petition are match play under handicap,
limited to handicaps of twelve and over.
An entrance fee of 50 cents a round will
be charged, the proceeds to be placed at
the disposal of the War Charities Com-
mittee.

THE YUE HING APPEAL.

"A PACK OF LIARS."

"MR. KOO" ON THE HORNS OF A DILEMMA.

Mr. Eldon Potter continued to address
the Appeal Court yesterday in the Yue
Hing appeal case. He contended that
there was no finding of fraud in the case
by the Chief Justice, and that it would
have been very difficult to find any fraud
in view of the evidence he had detailed.
The highest the Chief Justice put it at was
that the transaction was one which raised
the gravest suspicions in his mind and was
one which should form the subject of fur-
ther investigation.

Referring to what he described as Mr.
Sharp's point of the "overwhelming and
paramount influence of Lee," which was
considered by the Chief Justice under the
heading of "deadlock," Mr. Potter said
that the Chief Justice expressed the
opinion that he did not consider the evi-
dence given justified the allegation. And
even if "Lee" had an "overwhelming
and paramount influence" it did not mean
to say that he could do as he liked. Mr.
Sharp asked them to note that Lee Hysan-
was the only Director who spoke, and read
English. That was so, but even so he (Mr.
Potter) did not quite see why that would
give any man an "overwhelming or para-
mount influence" in a Chinese firm. It
would render him a very useful member of
the firm in dealing with foreign banks and
so forth, but Counsel could hardly see
how that would give him "overwhelming
influence" in any shape or form. They
were also told that "Lee" dealt with the
Banks. Quite true, he did; but in doing
that he was only doing his duty, and
nothing more, as Managing Director of
the Company. Therefore, to suggest that
these were examples of his "paramount
and overwhelming influence" did not seem
to him to be a good point. The share-
holders went on Mr. Potter, could at any
time remove "Lee" from the manage-
ment, and dismiss him from the directorate,
by a majority of three-fourths. They were
told that the shareholders were apathetic,
and took no interest in the Company, but
he took it that if a meeting were called
with this object in view, "Koo's" share-
holders—"Koo," who said that "Lee" and
"Ma" had suggested the conspiracy to
him and that he refused to be a party
to it—would have turned up en bloc; and
if the other gentlemen were apathetic
"Koo" and his shareholders could pass
the resolution without the least effort.
There was nothing, also, to prevent
"Lee" retiring from the directorate
under the Articles, and as far as he (Mr.
Potter) could understand it, "Lee" was
quite willing to retire. There was no evi-
dence on that point, but he (Counsel) was
in a position to state that "Lee" had
no ambition to continue to be a director
of the Yue Hing Company.

The Puisne Judge—He has not tendered
his resignation.

Mr. Potter—Then I will formally tender
it now.

Mr. Sharp—But the opium has all gone
long ago.

Mr. Potter went on to remark that one
of the points suggested was that they
could not get rid of "Lee." He would
say on behalf of "Lee," though there
might be no precedent for this, that "Lee"
had not the slightest ambition to remain
a prominent member of the directorate of
the Yue Hing Company. Despite what
he had done for the firm, all the work he
had done—he had been a slave—he was
now accused of fraud. That was the only
result of his work in the past. And if the
Company was not wound up, and if Mr.
"Koo" became its Managing Director
and took "Lee's" place, he was welcome
to it. He could even initiate any proceed-
ings he liked against "Lee" in the name
of the Company, or in anybody else's name,
and "Lee" would be quite prepared to
meet Mr. "Koo" if he did so. But that
was one thing Mr. "Koo" would not do;
he would not start proceedings himself;
not even a petition. "Koo" was full of
admissions which they (appellants) had
made, but when it came down to fighting
them himself he would not do it; at least
he had not done so up to the present.

"Koo," added Mr. Potter, "is on the horns
of a dilemma, and whichever way he
twists, one of the horns sticks into him."

The President—I think they are a pack
of liars, all of them.
Mr. Potter—If that is the view which
your lordship takes it is enough for the
moment. At another stage of the case Mr.
Potter contended that the Court had no
jurisdiction to wind

THE WAR.

BERLIN AND VERDUN FAILURE.

"LIKE MEN IN DREAMS."

GERMANS LOSE 200,000 MEN IN LAST OFFENSIVE.

JAPAN AND GERMANY: MUST BE CRUSHED.

TURKEY STILL SEEKING PEACE.

MARRIED MEN PROTESTING.

FRANCO-BELGIAN FRONT.

[REUTERS' AGENCY.]

EFFECT OF VERDUN AT BERLIN.

"LIKE MEN IN DREAMS."

LONDON, March 14th.

The Morning Post correspondent at Budapest states that there is considerable uneasiness in consequence of the disappointing results of the German offensive at Verdun.

A Hungarian journalist resident in Berlin says that he has never seen the Berlin people in anything like their present mood. They walk the streets wrapped in thought, like men in dreams; everything being sacrificed to Verdun.

Austrian heavy guns have been removed from the Italian front to the Russian front, and weakened reinforcements are continually moving westward.

Military circles in Budapest declare that an extra million men will be required for the whole of the Western front in consequence of the Verdun effort.

GERMANY'S FINEST ARMY BEING DESTROYED.

200,000 GERMAN LOSSES.

PARIS, March 13th.

The official review states that the German Staff is trying to persuade the German people that the German losses at Verdun were slight, but evidence is daily accumulating in France showing that the Germans lost at least 200,000, while the last attack on Fort Vaux was terribly costly.

The review quotes a military critic, who says:—"We are destroying Germany's finest army, and they are not getting through."

CLEVER FRENCH COUP DE MAIN.

PARIS, March 13th.

A communiqué says:—"There has been no infantry action north of Verdun, but the bombardment has continued at Bethincourt, Douaumont and in Woëvre.

French batteries in the sectors of Moulinville and Bouvaux, to the east of Verdun, displayed great activity along the whole front.

A French detachment in Bois-le-Pretre effected a clever coup de main, clearing a German trench, inflicting losses and taking some prisoners.

FRENCH AIR RAID.

PARIS, March 13th.

A communiqué states that a French air squadron dropped heavy bombs on Conflans, and observed five fires.

HOW GERMANS COUNT THEIR LOSSES.

PARIS, March 14th.

A semi-official announcement states that the German method of counting the prisoners at Verdun is based on the principle of a stage army.

Le Matin states that the German losses at Verdun were 200,000.

GERMAN CLAIMS.

AMSTERDAM, March 14th.

A Berlin communiqué claims that since the beginning of events in the Meuse district the Germans have captured 130 Officers, 26,540 men, 189 guns and 32 machine-guns.

GENERAL.

[REUTERS' AGENCY.]

MARRIED MEN PROTEST.

CLAIM THAT ALL SINGLE MEN SHOULD BE CALLED UP.

LONDON, March 14th.

Large protest meetings of attested married men, which were held in Coventry, Leicester, Sheffield and Wigan yesterday passed resolutions demanding that all single men should be called up before the married men are summoned.

It is understood that a Cabinet Committee is considering the matter.

It has been decided to delete large batches of industries from the starved lists, and to eliminate the single men in other trades.

GERMANY MUST BE CRUSHED.

VIEW OF JAPANESE PEOPLE.

TOKYO, March 13th.

Count Okuma, the Premier, in an interview with a Reuter correspondent, declared that the feeling of Japan was overwhelmingly in support of the Anglo-Japanese Alliance, despite German intrigues. He affirmed that the Japanese people insist that Germany must be crushed.

RAIDING ENEMY SEAPLANE.

DRIVEN OFF BEFORE REACHING ENGLAND.

LONDON, March 14th.

The German seaplane which was sighted off North Foreland at noon on Sunday did not reach land, British aeroplanes chasing the seaplane seaward.

WAR COMMITTEES TO CONFER.

LONDON, March 14th.

The Unionist and Liberal War Committees confer for the first time to-day in view of the debate on the Army Estimates.

CANADA'S SACRIFICE.

LONDON, March 14th.

A Toronto telegram states that the total of Canadian casualties is 13,868.

AN OVERSEAS MISSION.

LONDON, March 14th.

Brigade General Minchin has under taken a special mission overseas.

PROMINENT INVALIDES.

LONDON, March 14th.

Mr. Austen Chamberlain is still confined to his room with an attack of influenza.

Lord Curzon, who was operated upon for a broken arm, is improving.

THE MEXICAN REBELLION.

AMERICAN EXPEDITION ENTERS MEXICO.

NEW YORK, March 14th.

The newspapers report that a punitive expedition, under Brigadier Pershing, has entered Mexico. The War Department is silent, but it is announced that three cavalry regiments have been ordered to the border.

DIRECTOR OF SUPPLIES AND TRANSPORT RESIGNS.

LONDON, March 13th.

Major-General S. S. Long has resigned the Directorship of Supplies and Transport, a position which he has held since 1914.

The Daily Express states that Major-General Long resigned at the request of Mr. Lloyd George.

[REUTERS' AGENCY.]

TURKEY SEEKING PEACE.

HEIR APPARENT URGED TO INTERCEDE.

ATHENS, March 14th.

A letter from Constantinople states that a numerous signed memoir begs the Heir Apparent to urge the Sultan to change the Government with a view to concluding a separate peace with the Entente.

WAR COUNCIL OF THE ALLIES.

PARIS, March 14th.

The great War Council of all the Allies met at General Joffre's headquarters.

F.M.S. WAR LOAN.

FIFTEEN MILLION DOLLAR PROPOSAL OUTLINED.

A Federated Malay States Government Extraordinary contains the draft of an Enactment to authorise the raising of a loan of \$15,000,000 by the issue in the Federated Malay States of debentures, the sum so raised to be placed at the disposal of His Britannic Majesty's Government for the prosecution of the war. The debentures are to be for such sums, not being less than fifty dollars, as the Chief Secretary to Government may direct and will bear interest at the rate of six per centum per annum. The debentures will be redeemable at par on and after the first day of 1921, from and after which date all interest on the principal money represented thereby shall cease and determine, whether payment of the principal shall have been demanded or not.

AHEAD IN SHELLS BY SPRING.

MR. LLOYD GEORGE'S PROMISE.

"WE MUST HEAR THE HUN NUT CRACK."

The Scotch publisher an interview which its editor, Dr. Mario Borsi, has had with Mr. Lloyd George, who, speaking of the progress of munition work said:

"Yes! we woke up slowly to it, but I am now perfectly satisfied with what we are doing. We have now 2,500 factories, employing 15 million men, and a quarter of a million women. By the spring we shall have turned out an immense amount of munitions. We shall have for the first time in the war more than the enemy. Our superiority in men and materials will be unquestioned, and I think the war for us is beginning only now. We have now three millions under arms; by the spring we shall have a million more."

Germany's economic and financial conditions are getting worse every day. Her Army will be the last to feel the distress in Germany, but it will feel it.

"Our victory must be a real and a final victory. You must crack the nut before you get at the kernel. It may take a long time, but you must hear the crack. The pressure on the enemy is becoming greater; they are spreading their frontier temporarily, but they are becoming weaker in a military sense. Make no mistake about it. Great Britain is determined to fight this war to a finish. We may make mistakes, but we do not give in. It was the obstinacy of Britain that wore down Napoleon after twenty years of warfare. Allies broke away one by one, but Britain kept on. Our Allies on this occasion are just as solid and determined as we are."

RUMANIA'S DEMANDS.

EX-PREMIER ASKS AUSTRIA FOR CONCESSIONS.

I learn from a highly placed Rumanian personage who has just arrived from Bucharest that the Germans have packed up almost everything and have cleared out of the Embassy at Bucharest, leaving only a small amount of furniture, says the Daily Mail's correspondent at Vevey.

The latest German papers evince alarm at Rumania's attitude, which is causing grave apprehension in Berlin. The successful efforts of the Allies to prevent the delivery of 50,000 wagons of corn recently purchased by Germany are cited as indicating the progress of the Allies' negotiations with Rumania.

The Paris Press's Petrograd correspondent, telegraphing a description of the journey of M. Carp, ex-Premier of Rumania, to Vienna, says: "M. Carp before his departure had an interview with his King, M. Bratianu (the Rumanian Premier) was alone aware that the King had confided to M. Carp a mission to ask from Austria territorial concessions in the Bukovina and Transylvania and to let Austria understand the necessity of giving satisfaction to Rumania."

The King and his Government know that public opinion is fully conversant with the advantages which the Quadruple Entente has assured to Rumania. In order to maintain a policy of non-intervention it is necessary that they should be in a position to make proposals not only to the Entente but also to obtain concessions from the German Empire. It is to obtain that result that M. Carp has been sent to Vienna. He has seen Count Tizza and has had a warm welcome at Vienna, where he has a number of friends, but it is doubtful if Austria will consent to satisfy Rumanian public opinion.

The Sofia correspondent of the Berliner Tageblatt recently interviewed M. Radetsky, the Bulgarian Premier, who declared that "Rumania's attitude will be cleared up within conceivable time, and this will be of the greatest importance to the Germanic Powers."

Discussing what it terms "Rumania's vacillating policy," the Munich Westliche Nachrichten remarks that public opinion in Rumania is as little friendly as ever to the Germanic Powers and that they have not the least occasion for any special gratitude to Rumania. Only one thing is certain, the journal adds, namely, that Rumania's neutrality can only be guaranteed by the continuous success of the German arms.

WHY THE WAR MAY BE LONG.

LESSONS OF THE MAN WHO DINED WITH THE KAISER.

[BY LLOYD FRASER.]

This country has been comforted by a revelation. The letters of The Daily Mail correspondent who has visited the Balkans and Asiatic Turkey light up the darkness in the East like flashes of lightning. They show a great world-movement at work, and they ought to make us all reflect.

Their importance lies not so much in their glimpses of personalities, but rather in the cumulative evidence they furnish of the growing in the Near East, as elsewhere, the swarms of officers and officials pouring into Bulgaria and Turkey, mean much more than the glittering figures upon whom public attention is concentrated. My purpose here is to attempt to express the deeper significance of these disclosures of the last few days. They tear aside the veil. They show us at first hand the apostles of "frightfulness" spreading outwards from Ostend to the Bosphorus and beyond. They imply that we are back in the days of two thousand years ago.

Let me explain further what I mean. It is incumbent upon us to divest ourselves of our old habits of thought about war. We entered this war just as we went to enter upon our ordinary little wars. This war need much longer, perhaps, but for many months after it began we continued to look at it from the traditional standpoint. We dreamed of one great final battle in which the hosts of evil would be utterly routed, as they always had been in our experience. Then there were to be the thrilling moment—"when the boys come back," with bands in every street, and the King and Queen driving to an emotional thanksgiving at St. Paul's Cathedral, and bowing and smiling to multitudes of their cheering subjects. Meanwhile we were implored on every musical stage to "keep the home fires burning," regardless of the price of coal. It never seemed to dawn on anybody that we might in the end find some difficulty in keeping our homes from being burned instead.

PEACE TALK.

And almost before a shot was fired people began to talk about the Peace Conference. If you turn back to the files of a single weekly or monthly review you will find that so early as the autumn of 1914 they were all intensely anxious about the Peace Conference. In those days many good people thought more about the terms of peace than about winning the war. Even to-day you may hear at many dinner-tables solemn discussions about whether the wicked Lord Haldane will be able to slip in at the back door of the Peace Conference.

But this is not an ordinary war and cannot be judged by the standard of any war during the last few hundred years. Discussions about the future activities of Lord Haldane are becoming almost as irrelevant as bleatings about the Plural Voting Bill, or speculations on Mr. Asquith's prospects of retaining office, or the squabbles of the Labour parties. This war is a new outpouring of barbarism from the north, a recurrent factor older than written history; but this time it is not a barbarian clad in skins and armed with clubs. It comes forth mailed and impenetrable, carrying sword and test-tube, spreading the old destruction in a thousand new and fearful forms. These are the old migratory hordes, but with Science as their handmaid. If the letters in The Daily Mail, with their pictures of streams of men and munitions passing outward across Europe, and either driving forth or absorbing the weaker and more subservient races, have not taught us at last where we stand, nothing will.

For many years, in moments of leisure, I was preoccupied with the study of the ceaseless ebb and flow of encounters between Europe and Asia. These great alternating pulsations of humanity between east and west seemed to represent the sum of human history. The pre-occupation was natural, because at intervals it fell to my lot to pass to and fro upon the tracks of the armies of old. But there is also a pulsation north and south, and it has always been so. All through the ages there have been periodical stirrings of the tribes dwelling on the shores of the Baltic and the North Sea. They pour southward at intervals, generally because their lands are inadequate for their sustenance. They are invariably destructive at the outset of their invasions, thought not always so in their later stages, as was proved by the Goths. The curious thing was that the Huxley Lecture for 1905 a long series of diagrams showing how often Europe has been overrun by the dwellers in the bleak plains of Northern Prussia and the adjacent regions. I have been studying them again during an interval of illness.

SUFFERINGS OF SMALLER NATIONS. If we could only get it into our heads that we are dealing with one of the most tremendous recurrent factors in human history, rather than with the personal ambitions of the Kaiser or the schemes of the German General Staff, we should cease to speculate any more about "the end of the war." We should know that for us the war can have no end until the great tribal outpouring is checked, and until the forces it represents are broken up. We should recognise that we are perhaps at the beginning of another of those great migratory epochs during which civilisation has been overthrown. This particular outbreak was long overdue. It was checked for centuries by the discovery of the New World, which diverted men's energies in fresh directions. When the New World began to fill up, the old volcano in Northern Europe burst forth afresh.

Have the sufferings of Belgium and Serbia, and the impotence of their great Allies, taught us nothing? How many hundreds of years must we go back to find a parallel for the tragic exodus from Belgium and for the wholesale flight of the Serbs? The smaller and weaker nations follow almost at the first onslaught, even the Russians eventually withdrew immense distances, and the French and English could do no more at first than dig

themselves in. Let us ponder over these things, and talk no more of the end of a war which, if history is any guide, may be only just beginning, and perhaps has far vaster and more tragic episodes in store.

Let us cease to do little sums to prove to ourselves and to each other that the resources of the German tribes are failing, that on such and such a date they will have no more men, that they must soon be starved out. Let us cease to draw erroneous conclusions from the undoubted fact that the Barbarians have made overtures of peace in one direction and another. Attilla of old (though he did not come from the north) always tried to detach his foes from each other, and never fought when he could bribe or divide. Our modern Barbarians have staked their all upon this mighty adventure, exactly as their forebears were wont to do. We must do the same or perish.

I suggest, then, that the letters now appearing in The Daily Mail, far more than any evidence I have yet seen, prompt the reflection that when the first shot was fired in August 1914 the world was instantly confronted with the conditions of eighteen or twenty centuries ago. The letters give us the clearest and most comprehensive conception yet published of what the Germans are actually doing, and whether they are moving. From them we may realise more fully than we have yet done, that in August 1914 the flood of Barbarians from the north reappeared in a new and infinitely more formidable guise, and perhaps a new migratory epoch began. Flinders Petrie says of these migrations that "they represent the most terrible tragedies of all humanity—the wreck of the whole system of civilisation, protracted starvation, wholesale massacre." The invaders we have already seen, the starvation is already widespread in some regions, and other large areas of the Old World are in greater danger of shortage of food than is commonly supposed. But can we save our civilisation?

I think we can, and truly believe we will; we shall only do so by first transforming our whole habit of thought regarding this war. We must cease to regard it as a gigantic episode which may be over next June or next Christmas, when everybody will sit down and shake their heads, and wonder whether Sir Edward Grey is giving away too much at the Peace Conference. We must think of it as the outcome of a mighty and recurring factor in the collective life of mankind. We must make up our minds that it may go on indefinitely, that it may bring far more tremendous disasters in its train, and that before very long all the great nations may have to accept a much lower standard of living for many generations to come.

Next, we must cease to boast of what we are going to do next spring or next year or at some unknown date. We must face the plain fact that on land all those who oppose the Barbarian tribes, and stand for freedom and civilisation, have either dug themselves in, or fled, or first fled and then dug themselves in. The one great new factor which distinguishes this Barbarian upheaval from all the precedents of the past is the influence of sea power. The barbaric tribes of old were not as a rule dependent upon sea power in their more conspicuous migrations. These modern Barbarians cannot ignore sea power, which may prove a decisive factor. Sea power rests chiefly in the hands of Great Britain, and has been foolishly mismanaged because our Government persist in thinking that this is one of the ordinary polite wars of the last few hundred years, and have never seemed to realise that it is the outcome of a world-factor of immemorial antiquity, recurrent and inevitable, to be dealt with ruthlessly at all hazards.

And what must our practical aim be? I suggest that our objects are no longer merely spacious restitutions to France and Belgium and Serbia and Russia. They are no longer the restoration of the rights of nationalities, and all the other phrases which came so eagerly to our lips a year or even a few months ago. We have to fight on without ceasing, not until Germany is destroyed, for that is impossible, but until the unity of Germany is broken.

The conception of large numbers of excellent people seems to be that "at the Peace Conference" we shall consent to new German outlets (some of which Germany has already seized), shall make some ridiculous bargain about "the freedom of the seas," and shall then all sit down and be happy ever afterwards. This is mere madness. A peace of that kind would mean unending war. So long as Germany is united the world will be in peril. The new methods of warfare in the air and under the sea will be an abiding temptation to her to renew the conflict at her own convenience.

A DIFFICULT PURPOSE.

But is it possible ever to exert such pressure that Germany will split from within? If we are to judge from the present outlook, we are a long way from dividing the horde, and never farther than at present. I often hear it said that the split will come first among Germany's vessels, either in Austria or in the Balkans. It seems to be overlooked that the Balkans are rent asunder already, so that not much stress can be laid upon the traditional inability of the Balkan peoples to agree among themselves. We have heard a great deal of Turkish hatred of the Germans, but have seen very little practical result from it. The Bulgarians are sulky by nature, and would be between two fires if they rebelled. Austria-Hungary lacks leadership and is resentful but not unwilling.

Nothing but a destruction of German unity can serve our purpose. It looks difficult of attainment. Professor Oman wrote long ago that "Germany, to survive, must submit herself to a single ruler." Seeley, in his great Life of Stein, showed that pressure from without had welded Germany together and produced the conditions which, long after he wrote, "are now wrecking the world."

Yet there is something to be said for the other side of the question. The key to the whole problem is Prussia, and the universally hated Prussians are not German at all, but Fimo-Slavs. Mr. Edward Hutton has pointed out that the Prussians are descended from the same stock as the original Huns, and have gradually imposed their domination upon the more

GERMAN ADMIRAL'S SNEERS.

INTERVIEW FOR U.S. CONSUMPTION.

Message from Berlin to Howard, United Press, New York: Admiral von Holtenau, Chief of the Admiralty Staff, has declared that an effective blockade of Germany is impossible. England, he said, could under no circumstances stop commerce in the Baltic between Sweden, Denmark, and Germany. For weeks no British submarine has had any success in the Baltic. The Russian Fleet is frozen up in Russian harbours. The only effect of such a declaration by the Allies, the admiral stated, would be upon neutrals and the women and children of Germany.

He hinted strongly that Germany is prepared for any British action. "When I say that the new blockade of Germany would be a bluff do not misunderstand me. Germany looks earnestly but fearlessly upon any enemy plans to cause her women and children to suffer, but because such a blockade is impossible. I say it is a bluff. Ask any Swedish merchant, ask any Swede in Berlin, ask anyone knowing the Balkan situation. They will all tell you that commerce between the two countries is absolutely normal."

For four weeks no English submarine has had any successes in the Baltic. We intend to make this more impossible, because an English blockade of our Baltic ports is out of the question. An effective blockade would be bluff. England hampers German trade already. If a blockade were declared now it would be contrary to international law. It will not only be a blockade of Germany but also of the neutral countries around her. England's purpose is to make difficulties for our families, thinking that this will affect the men in the trenches. And it will, for when the men learn that their families are made to suffer by the enemy opposite they will be more determined and fight the harder.

"We prepared long ago." "England's purpose in this war, as her statesmen have repeatedly said, is to cripple Germany and destroy her commerce. After eighteen months of war she is not successful; her effective blockade will have absolutely no effect upon our military determination. We prepared long ago for any emergency."

The admiral is a small, plump, energetic man, with thick white whiskers and a hearty handshake. During his direction of the Admiralty Staff, submarine activity has with great success been centred in the Mediterranean. In reply to my question, "What effect will the straiter blockade have on Germany's military plans?" the admiral answered: "Absolutely no military advantage. We have all the things necessary for war for years." I suggested that perhaps the Allies believed that by stopping all imports Germany may be forced to sue for peace. The admiral replied: "We have all we need to clothe our soldiers, we have everything necessary for our campaign. Stopping one box or a thousand boxes from entering Germany will not interfere one iota with our military plans."

I asked how long the war was going to last. "Until the Allies learn that they cannot accomplish their purpose. That may be a long time," I suggested a year or two. "A long time," said the admiral.

It was pointed out that in the House of Commons a member recently spoke about the secret construction of Germany's warships, and spoke of the danger such an increase would be for England. The admiral said: "The increase of our Navy during the war and that of England is about the same; but Germany's Navy will never be a danger to England. It is our merchant marine which England fears. The fact that to-day this fleet is undestroyed and ready at any moment peace is declared to resume its peaceful trading, is the one thing which causes the English anxiety. England does not fear the German Navy. She fears America and the growing American Navy."

To my question, "There are many reports that a big naval battle may be expected. What can your Excellency say about that?" The admiral answered: "Only that the decision does not rest with us. We are always prepared."—Wireless Press.

docile tribes of Teutonic Germany. The Prussians use the German language but are Germans in name only. They are soldiers, administrators, and policemen. They have contributed nothing to the milder glories of German civilisation which in the past won so much praise. Kant, their only philosopher, was really a Scotman by descent.

TRIBE OF PRUSSIA.

When we get back to the heart of things we find that the tribe to whom is chiefly due this great Barbarian intrusion is the tribe of Prussia. Not for nothing did Mr. Asquith say that we have to go on fighting until Prussian militarism is wholly and finally destroyed. I would add, as an alternative, the word isolated. That is our goal. It may take years, it may involve all that we possess, civilisation may be uprooted in the process, but until it is accomplished the world will never again know peace.

Judging by the experience of our men in the trenches the pretensions of the Prussians are no more appreciated by Teutonic Germany than by the rest of the world. In the general hostility to Prussia, and in the exercise of greater pressure by the British Fleet, we may perhaps perceive the two factors which will some day bring about that destruction of German unity which will end the latest Barbarian Migration. But that day may be far off, and in the meantime our greatest danger is a premature peace which will mean unending war. Lord Rosebery on Saturday, at Edinburgh, warned us ahead of the dangers of a premature peace. I commend to his attention the sinister and unwarrantable statement in Saturday's Nation that the desire for peace is growing in this country.

Rome, repeatedly, made peace with the Barbarians, only to find them at last thundering at her gates. We have all history to guide us. Let us resolve that, come what may, the world shall not be flung back once more into the Dark Ages.—Daily Mail.

P. & O. S. N. CO. P. & O. S. N. CO.

STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KORE, MALTA	3 P.M. 17th Mar.	Freight and Passengers
LONDON and BOMBAY via NOVARA	3 P.M. 24th Mar.	See Special Advertisement
SHANGHAI, MOJI, KORE, NAGOYA	About 29th Mar.	Freight and Passengers
LONDON via SINGAPORE, PENANG, COLOMBO, and PORT SAID	About 31st Mar.	Freight and Passengers

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to—

E. V. D. PARR,

Acting Superintendent.

Hongkong, 14th March, 1916.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	"KAIFONG"	On 15th Mar., 10 A.M.
SWATOW and SINGAPORE	"CHENG TU"	On 15th Mar., 3 P.M.
SHANGHAI	"SHAN TUNG"	On 16th Mar., 4 P.M.
SHANGHAI, WEIHAIWEI, CHEFOO & NEWCHANG	"HANGCHOW"	On 16th Mar., Noon
SHANGHAI	"CHENAN"	On 19th Mar., D'light

DIRECT SAILINGS TOWARD RIVER Twice Weekly.

SS. "LINTAN" and SS. "JANUI" MANILA LINE—TWIN-SCREW STEAMERS "CHINRU" "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN." SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. SS. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 15th March, 1916. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

Completing at 9 to 10 Days

STEAMSHIP	CAPTAIN	LEAVING
"HAIHONG"	Capt. J. W. Evans	TUESDAY, 21st Mar., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 15th March, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

B.S. "ITOLA," 5,257 tons, Captain R. S. B. Butler will be dispatched for SHANGHAI, MOJI and KORE on 16th March.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 1st March, 1916.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	...	On 16th Mar., 11 A.M.
EMPIRE	...	On 18th Apr., 11 A.M.
EASTERN	...	On 29th Apr., 11 A.M.

All Steamers fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried. For further particulars, apply to—

GIBB, LIVINGSTON & CO.,
AGENTS

22

MARSEILLES AND LONDON

PROPOSED SAILINGS OF MAIL STEAMERS
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer	Leaves	Leaves	Connecting Steamer	Due at	Due at
YOKOHAMA	to	to	to	MARSEILLES	LONDON
1916	about	about	1916	1916	1916
Mar. 12	NOVARA	Mar. 24	MALWA	April 23	April 30
Mar. 26	MALTA	Mar. 27	KHIVA	May 8	May 15
April 9	S. YAGODA	April 17	MOULTAN	May 22	May 29
April 23	NANKIN	May 1	KASHGAR	June 5	June 12
May 7	NANKIN	May 19	KAHMALA	June 19	June 26
May 21	NOVARA	May 29	KASHMIR	July 3	July 10
June 4	MALTA	June 12	KHYDER	July 17	July 24
June 18	NYANZA	June 26	MEDINA	July 31	Aug. 7

§ Takes Cargo to Marseilles and London via Bombay with no transshipment. Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—	LONDON
1st Saloon "A" Accommodation Single	£74. Return £111
2nd Saloon "A" " " " "	£68. " £102
3rd Saloon "A" " " " "	£48. " £73
1st Saloon "B" Accommodation Single	£70. Return £102
2nd Saloon "B" " " " "	£60. " £86
3rd Saloon "B" " " " "	£46. " £69

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR:

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leaves	Leaves	Leaves	Leaves	Leaves
	YOKOHAMA	SHANGHAI	HONGKONG	SPRING	MARSEILLES
NORE	Mar. 13	Mar. 23	Mar. 30	Apr. 4	May 4
NELLORE	June 18	June 29	July 6	July 11	Aug. 9
MONGARA	July 3	July 13	July 19	July 25	Aug. 23

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON: 1st Saloon £67 Single; £102 Return; 2nd Saloon £42 Single; £63 Return; 3rd Saloon £24 Single; £34 Return.

FARES TO MARSEILLES: 1st Saloon £54 Single; 2nd Saloon £40 Single; 3rd Saloon £24 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy; owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. V. D. PARR,
Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

ORIGINATOR	STEAMERS	TONS	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN, and TENNESSEE	MIYAZAKIMARU	16,000	SUNDAY, Mar., at Noon
	KITANO MARU	16,000	THURSDAY, Apr., at Noon
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KORE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU	12,500	WED'DAY, Mar., at Noon
	SADO MARU	11,500	TUESDAY, Apr., at Noon
SYDNEY and MELBOURNE via MANILA, BANGALUA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,000	FRIDAY, Apr., at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	CEYLON MARU	10,000	WED'DAY, Mar., 22nd
BOMBAY via SINGAPORE, MALACCA and COLOMBO	YETOROFU MARU	5,000	TUESDAY, Mar., 28th
SHANGHAI, MOJI and KORE	TOTOMI MARU	8,000	THURSDAY, Mar., 23rd
SHANGHAI, KORE and YOKOHAMA	COLOMBO MARU	5,000	FRIDAY, Mar., 24th
NAGASAKI, KORE and YOKOHAMA			
SHANGHAI, KORE and YOKOHAMA	HIRANO MARU	16,000	TUESDAY, Mar., at 10 A.M.

§ Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 300.	To Marseilles 1st Single Yen 550.
" " 2nd Single " 200.	" " 2nd Single " 380.
" " Return " 600.	" " Return " 550.
To London, Southampton, Liverpool via New York	£60.13.0
To Victoria, Vancouver, Seattle, Montreal	£20.2.0
To Sydney, 1st Single £40.	1st Return £45.
To Yokohama, 1st Return £72.	To Melbourne, 1st Return £73.10.
To Yokohama, 2nd Return £150.	To Kobe, 1st Return £135.
" " 2nd " £90.	" " 2nd " £83.

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE: Nos. 292 and 154.

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
KWANTO MARU	5,000 — 14 knots	WED'DAY, 29th Mar., Noon.
CHIYO MARU	22,000—21 knots	SAT., 8th April
PERSIA MARU	9,000 — 17 knots	FRIDAY 31st April
TENYO MARU	22,000—21 knots	WED., 3rd May.
SEIYO MARU	14,000 — 14 knots	THURS., 11th May.
NIPPON MARU	11,000 — 15 knots	TUESDAY, 16th May.
SHIYO MARU	22,000—21 knots	WED., 31st May.

Proceeding to MANILA, Omitting Shanghai. Steamer via Shanghai leaves at Noon. Steamer via Manila leaves at 10.30 A.M.

FIRST CLASS TO LONDON \$71.10... RETURN (6 MONTHS) \$120.

" " " NEW YORK \$60. " " " \$96.10.

" " " SAN FRANCISCO \$45. " " " \$68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway. Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARIQUA, IQUIQUE and VALPARAISO.

TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamer Tons and Speed Sails

SEIYO MARU 14,000 — 14 knots THURSDAY, 11th May.

For Full Particulars as to Passage and Freight, apply to—

E. DOI, ACTING AGENT, King's Building, 1213

TELEPHONE 291.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

PORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KORE, and YOKOHAMA (Without Transshipment)

PORTHOS On 19th April

HOMEWARD

MARSEILLES via SAIGON and AMAZON On 23rd March.

POIN On 1st April

POLYNESIA On 1st April

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weir branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.

For VICTORIA AND TACOMA via MANILA, MOJI, KORE, YOKKAICHI and YOKOHAMA

Steamer "TACOMA MARU" T. Hamada THURSDAY, 23rd Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Tea and Parcels.

FOR BOMBAY, via SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer "LUZON" MARU T. Miyata WED'DAY, 15th Mar., at 7 A.M.

FOR TAMSUI AND KEELUNG via SWATOW AND AMOY.

Steamer "KAIJO MARU" Murakami SUNDAY, 19th Mar., at Noon.

FOR ANPING via SWATOW AND AMOY.

Steamer "ROSEU MARU" A. Kobayashi WED'DAY, 15th Mar., at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Tsan Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI, MANAGER, Second Floor, No. 1, Queen's Building.

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